



# Quarter Wheeler

2013 Issue 1

Spring

The magazine of the Hounslow & District Wheelers

## Evening 10's now in full swing



**Editor: Patsy Howe**

patsyhowe@live.com

Please contact me if you have any comments or would like to suggest news or an article for the magazine.

### Contents

Peter Young 2-4  
Memorial Road Race

Good Friday 25 mile TT 5

Jurassic Cycle Park 6-8  
Cycling around Geneva

Reliability Trial 8-10  
A hard day in January

Evening 10s 10

Club news & notes 11-12

### L'Eroica

Special issue  
out later this month



Photograph  
Brad Sauber-In Gamba

### INSIDE

**Peter Young Memorial Road Race**  
**Tough going**  
**in cold, wet conditions**

**Jurassic Cycle Park**  
**Simon George**  
**on cycling around Geneva**

**Reliability Trial**  
**Come and take part next year**  
**if you think you're**  
**HARD ENOUGH!**

**Early season**  
**results and reports**

For more information about Hounslow & District Wheelers, visit our web site:  
<http://www.hounslowanddistrictwheelers.co.uk/>

To discuss articles in this issue of the club magazine, you can use the forum:  
<http://www.apollonia.org.uk/hounslow/>



# **PETER YOUNG MEMORIAL ROAD RACE**

## **CHOBHAM, SUNDAY 17TH MARCH 2013**

Report and photographs  
by Chris Lovibond



**Clear winner Jake Martin**

Jake Martin (Kingsnorth International Wheelers) was the clear winner of the Peter Young Memorial road race, out-sprinting Elliott Porter (Rapha Condor - JLT) and Alex Higham (Felt-Cobornes-Hargroves), his comrades in a triumvirate which had lasted for fifty miles and left the rest of the field to struggle for the minor places.



**Higham leads**

An eighty five mile race in mid March is never going to be an easy proposition, but last Sunday's weather created a special occasion; it was cold with continuous rain, heavy at times. There were many punctures and most of the victims must have been pleased to have an excuse to stop. Back at the HQ most of the riders looked like the survivors of some natural disaster, covered in grime and so cold that they were barely able to speak.

A break had developed almost immediately, starting with nine riders (including Jake Martin), it swelled to over fifteen as others joined. The decisive split from this group came before the half way point and was originally four strong, including John Heaton-Armstrong (Felt-Coborne-Hargroves) but, probably because of the difficult conditions, he soon dropped back to the chasing group, eventually to finish in a creditable fourteenth position.



**Chasers**

The three man break clearly worked hard and efficiently, establishing a lead of over two minutes on the chasers and four minutes on the bunch. Reaching the finishing circuit the leaders could afford to look relatively relaxed, and possibly it was just as well they did not seek to push their lead to the maximum because, with only 2.9 miles to each lap, some

spectators began to wonder if they would catch the bunch, which was looking pretty tired by this stage.

Martin, still in the *espoir* class (i.e. under 23) was jubilant about his victory: "My first road race win – I've won lots of criteriums (he had won at Gravesend the previous weekend) but no proper road races up till now. I felt strong all day and was in the break from the start. In the closing stages, although I've got a good sprint I was anxious because I really didn't know how the others were feeling, so it was a great relief when the finish went my way."

Jake has prepared for this season with a five week stay in Majorca, enabling him to cover over 2,000 miles while missing out on the worst of the English winter. This preparation should stand him in good stead for more victories this year.

Runner up Elliott Porter is another *espoir* currently showing great promise. He has less than two years racing behind him so it is impressive that he can survive a race of this distance under tough conditions. Having won his SERRL race last week he must have been hopeful of a repetition this week, but: "I was badly positioned coming up to the sprint, forced to lead out...Jake came round me with fifty metres to go and that was that."

He has wintered in Tenerife and Australia which has enabled him to do plenty of miles and, with the expertise of coach Adrian Timmis and team manager John Herety, behind him it's clear we will also hear more of Elliott Porter this year.

Watching third placed Alex Higham from the roadside in the closing stages he still looked a good bet for victory. Many of the spectators had seen him win here in the past (2010) and they noted his typically cheerful expression. If he appeared to spend more time away from the front than he had done earlier on it seemed that he was just being wily and would pounce on his young companions at the finish.

However it was not to be: "My legs just didn't have it in them to contest the finish – it's not surprising really, this was my first ride of the year over 100 kilometres."

Wouter Sybrandy (IG-Sigma Sport) was unlucky to miss the crucial break: "I'd just bridged the gap to the leading group and was recovering from that effort when the winners took off. At the back of the group I wasn't really in a position to go with them".

Later Wouter certainly demonstrated his fitness and determination by breaking away from the other chasers and riding alone for many miles in an

heroic effort to catch the leaders. This proved to be beyond even his time trialling ability, but at least he was rewarded with fourth place, well clear of his pursuers.



**Wouter Sybrandy**

Former champion Martyn Roach was marshalling at the finishing circuit. On his day Martyn was unbeatable in hard conditions, as he frequently proved. While we watched the mud splattered, exhausted bunch grind past he said: "They're not trying hard enough. I think this race is too easy – it should be at least 100 miles."

It was impossible to tell whether he was serious or not.....



**Martin relaxes after crossing the line**

## **Result: (top twelve)**

1. Jake Martin (Kingsnorth International Wheelers)
2. Elliott Porter (Rapha Condor-JLT)
3. Alex Higham (Felt-Colbornes-Hargroves)
4. Wouter Sybrandy (Team IG Sigma Sport)
5. Edward Clemens (Spirit Bikes Racing Team)
6. Oliver Rossi (PCA Ciclos Uno)
7. Peter Hawkins (Team IG Sigma Sport)
8. Andy Betts (Felt-Colbornes-Hargroves)
9. Ed Clancy (Rapha Condor-JLT)
10. Jamie Caldwell (MG-Maxifuel Pro Cycling)
11. James Moss (Team IG Sigma Sport)
12. Felix English (Rapha Condor-JLT).

## **A big thank you to all helpers from organiser Stuart Stow - the event could not have taken place without you!**

I would like to thank all of those who gave their time and effort, no matter how small or large that was, to help make the day's event a success.

A special big thanks to all of you who stood on freezing corners in the pouring rain. It was not a nice day in that respect.

I had comments from the riders in the HQ afterwards saying what a good event it was and who showed their appreciation. That was all down to you.

I also think we should all give Jeff a big thanks for making the event what it is today and whose involvement is still large and invaluable.

### **Peter Young Memorial Road Race helpers. March 17th 2013 (51 people)**

Organiser : Stuart Stow

Commissaire ; Dave Evans,BC South-East Region

Assistant commissaire ; Sandra Antill /Driver, Martin Brown

Lead Car ; Driver,Paul Innes / Assistant, Steve Kish

Reserve Lead Car : Driver,Kevin Fairhead / Assistant,John Cosstick

First Aid Vehicle : Driver,Brent Skinner & Dr Anja Kuttler

Safety Officer ; Jeff Marshall

I.C. Convoy radio's and signage ; Brent Skinner

Signing the race route ; Norman Howson / Martyn Roach

HQ direction / Parking & sundry other signs ; Trevor Gilbert

Licence stewards ; Nic Stagg and Jo Wells

Public Notices / Horse rider notices : Jeff Marshall

Volunteer listing ; Graham Davis

Marshalling allocation & instructions ; Jeff Marshall

Timekeeper : Bob Birt

Judges / lap board and Bell : Phil and Ann Young

Video filming of finish : John Marshall and Graham Davis

HQ Car Parking marshals ; Paul Buckley / Jeff Marshall / Ron Jones

Distribution of marshals' jackets and flags & race review & report; Chris Lovibond

Refreshments at HQ ; Pat Birt / Elaine Marshall / Linda Marshall

Race / Convoy Equipment : Jeff Marshall

Result Sheet ; Peter Sprake

#### **Marshals main circuit**

Point 1 ; Martyn Roach / Ron Killick / Peter Sprake / Rachel Jarvis /

Lap Board : Trevor Gilbert

Point 2 ; Henrik Funch / Ian Seccombe / David Howe

Point 3 ; Rob Gilmour / Andrew Caldwell / Mick Philp .

Point 4 ; Simon Graham / Neil Ferrelly / Antonio Ambrosino

Point 5 ; Norman Howson / Chris. Lovibond / John Marshall

Point 6 ; Ron Jones / Ian Chipman / Ed. Green / Clive Williamson / John Pound

#### **Marshals, finishing circuit**

Point 7 ; Chris Lovibond / Ron Jones / Ed. Green / Clive Williamson

Point 8 ; Peter Naylor / Peter Wright

Point 9 ; Bill and Ingrid Carnaby

Result Board at HQ ; Jeff Marshall

Post race clearance of all course furniture & Notices ; Norman & Callum Howson

# Hounslow and District Wheelers

## Good Friday Club 25 Mile Time Trial

Report by Chris Lovibond



It was an easy prediction that the first 2013 Hounslow club event was not going to produce record times – it was just too cold for speed.



Nic Stagg

Nic Stagg recorded the fastest time with 1 hour 0 minutes 23 seconds. He was disappointed to be outside the hour for the first time in many years but, apart from the weather, he suffered a mechanical problem and was lucky to finish. It's impossible to say how much time was lost, but by the time he got back to the H.Q. his cassette lock ring was jammed against the fork end making the machine unrideable.

However we need not worry too much about Nic's form since in his first competitive ride of the year (The Farnborough and Camberley Open 10, 16<sup>th</sup> March) he achieved a respectable fourth place with the fast time of 21.55.

Paul Holdsworth finished in second place with 1.1.37, which gave him a narrow victory (3 seconds) over Nic Stagg in the veterans' standard competition. Paul had just returned from three weeks training in Majorca where he covered 1500 miles, so once he has re-acclimatised himself to English conditions we may hope for some



Paul Holdsworth



Damian Poulter

The event took place on the West of Windsor course, and was organised by Graham Davis, with Trevor Gilbert holding the watch. It attracted nineteen entries from the club, and twenty one private time trials by members of other clubs.

Photographs Chris Lovibond and Patsy Howe

### Result: ( top ten Hounslow finishers only)

1.	Nic Stagg	1.00.23.
2.	Paul Holdsworth	1.01.37.
3.	Damian Poulter	1.02.08.
4.	Rob Gilmour	1.05.07.
5.	Tom Diethe	1.07.10.
6.	Andrew Caldwell	1.08.33.
7.	Tom Jenson	1.10.10.
8.	Brent Skinner	1.10.13
	Includes 45 secs late start	
9.	Simon Wroxley	1.13.35.
10.	Bruce McMichael	1.13.59.

1<sup>st</sup> Vet on Standard: Paul Holdsworth  
(plus 6 min.08 secs)

1<sup>st</sup> Handicap: Damian Poulter

Fastest Lady

Jill Bartlett 1.16.14



### MIdsummer Cup 23rd June 2013

The organiser for this event is Jeff Marshall, not David George as previously listed. Please let Jeff know if you want to enter this TT or if you are available for marshalling.



# Jurassic cycling park (cycling around Geneva)

## by Simon George, 2nd April 2013



Panorama of the lake and the Alps including Mont Blanc, from the ascent of the col de la Faucille.

The first thing to say is that the cycling here is great. I don't want to make you jealous but I probably will.

I live in Ferney-Voltaire, a small town in the Ain department of France at 440 m above sea level, named after the famous 18th century philosopher who was the town's major benefactor. It is situated literally on the border with Switzerland, and effectively a suburb of Geneva, although that simple geographical relationship is very much complicated by it being in a different country. Hounslow members will appreciate the familiarity of living very close to Geneva airport, although we are glad to find the noise levels are much, much less than from Heathrow. My commute to work is about 20 minutes along some gently rolling minor roads taking me past a small industrial estate, some flats and some farmed fields. It is ever so pleasant compared to the A30!



My daughter Neri in her trailer on a short family ride.

This is the Rhone-Alpes region so the terrain is not flat. Even sticking to the valley roads, there are rolling hills and

steep river gorges that mean a typical two hour ride will take in around 500m of climbing. This is quite a shock after 18 years in the Thames Valley, where I could choose to ride for two hours without climbing anything higher than a motorway bridge. There are no rides quite so flat here. One favourite ride is the 4 hour 'Tour de la Vuache': head South West along the lower slopes of the Jura range then make a loop around a long, narrow sliver of a mountain at the end (la Vuache). Then return through the beautiful gorge made by the Rhone and retrace the route back along the bottom of the Jura to home. Typical of much riding here, the scenery is stunning and many of the roads are so quiet as to be virtually car free. It's about 90 km with constant undulations but no mountain passes. However the route includes 5 steady climbs of between 2 and 5 km in length and a total altitude of 1200m is gained.

Dinosaurs roamed the earth 200 million years ago, during the geological period known as the Jurassic. This was named after the Jura mountain range where limestone rock from the period was first identified. If I look up to the North or West it is these medium mountains that dominate the horizon as a long elevated strip along which I see many now-familiar features by which to navigate. The nearest pass is the Col de la Faucille (1323 m) which starts about 10 miles of gradual uphill riding away from home. The pass is as hard as you make it but need not be too challenging for a fit rider with low gears. The Strava record for the 6.8 mile, 676 m ascent is 32 minutes while my best effort so far is 58. The first half has a steady 6-7% gradient but save something for the second half which gets



steeper with plenty of sections at 8-9%. If you climb on a clear day the views gradually develop as you rise. The real treat is to climb on a day with low clouds – a common weather phenomenon here. You start the climb damp and cold, but at some point the cloud starts to thin and suddenly you're bathed in warm sunshine. As you climb higher you enjoy the eerie sight of the majestic Alps poking out from a sea of low cloud. At the top there is nothing much to do: some car parks, a closed restaurant and a steep narrow road to the nearby summit that is reputed to be rideable in the summer. In winter with temperatures around zero even at the foot of the climb and the road busy with people driving up for the skiing, it's generally better not to tackle by bike. I am assured there is some good summer



riding on the other side but I have not tried that yet.

With work, parenting and the usual winter illnesses I have not had time to do as much cycling as I would have liked. Also the weather has not been ideal. I understand it has been an unusually cold winter in the UK. Here too I have lost count of how many times it snowed. The locals expect 3-4 times per winter but we have had many more. This might sound like a disaster for cycling but actually it has not been as bad as you would think. Due to the very dry air and lower temperatures, once the roads are ploughed (which is done very efficiently almost straight away), it only takes half a day of sunshine and they are dry again. Piles of snow remain at the side of the road for weeks, but the roads themselves can be clear, although one has to watch out for ice forming from melt water in shady spots or at higher altitude.

Geneva sits in a valley (with the classic U-shape betraying its formation by a huge glacier) at the tip of the crescent-shaped Lake Geneva (or Lac Léman) with the Jura on one side giving way to the French Alps on the other. Mont Blanc is a regular sighting on a clear day; it is spectacularly lit by the sun in the afternoon and evening. I will never tire of that view. The closest

mountain to Geneva on the Alpine side is another small one, known as the Salève. It is a long arching ridge with a road along its spine and a steep pass that crosses this at the saddle point in the middle. It was a cold, grey day when I decided to ride up this 'minor' mountain, and so I pedalled my way across the city with no idea what I was letting myself in for. The ascent is a brute. As soon as I reached the start of the climb in the village of Collonges-sous-Salève, I hit a 10% ramp going straight up the side

of the mountain. Standing on my pedals and heaving at the handle bars, I quickly understood that my winter bike was over geared for such steep climbing. I optimistically assumed it would not go on like this all the way up so I struggled on for around a mile of this, at which point there are a few 100 metres of flat respite - phew. However my relief was brief as the road ramps up even more steeply at le Coin, ascending sharply through a forest with numerous tight hairpins for about 3 more miles, tilting between 9



and 12% with no let up until the top. I don't know why but I was so stubborn there was no way I was not going to get to the summit even if it took me all day. The experience was that of bench pressing my own body weight, one leg at a time, for an hour. I think I managed about 30 rpm in my bottom



gear of 39x28 most of the way up – ridiculous! I had to stop a couple of times for my poor legs to recover but I made it. Finally I emerged from the chilly, misty forest into bright sunshine. As it often does in the mountains, the view at the top made it all worthwhile.

On one particularly epic ride I had to fight my way home into a headwind full of snow! The day looked cold (-2 C) but clear as I set off to do some climbing among the vineyards, in and out of a river gorge near the Rhone,

but it changed to a blizzard after an hour or so. This was the weekend that Kurne-Brussels-Kurne was cancelled due to snow. Once I got home and warmed myself up, I admit entertaining the thought that the pros had wimped out a bit there compared to me!

The local club is:  
the Union Cycliste Gessienne  
(<http://www.ucgessienne.com/>).

I have yet to ride with them myself but I have a neighbour who does and has promised to introduce me. They seem to be a thriving club with Sunday morning rides, cyclo cross, VTT, youth events, road racing, etc. but sadly no evening 10s.

The Velo Club de CERN (VCC) is more accessible and touring oriented, with a wide range of abilities. I have a couple of friends who ride with them so I intend to join them for some rides. CERN, for those who don't know, is where I work. It's the European particle physics lab where the Higgs Boson was recently discovered. Apart from the cutting edge science it also has many sports and social clubs.

The article would not be complete without me passing comment on French drivers and how they treat cyclists, although as many club members have ridden in France you may already have your own opinions. Before I arrived I was already receiving dire warnings about the standard of driving here. Upon arrival I was pleasantly surprised and can only suppose that the doom-mongers have never

sampled the delights of the Surrey roads by bike. I feel totally safe and respected when I cycle here. Drivers wait patiently behind for a safe chance to pass, rather than trying to squeeze through a pinch point next to me. When they pass, they go very wide giving me plenty of room. I have never been impatiently honked at, shouted at, run off the road, pushed, hit, nor had things thrown at me. I concede that there is one large roundabout which does feel very unsafe due to the large diameter, the high-speeds at which it is driven around and the stupid cycle lane around the edge that makes you cross each joining road at 90 degrees with no right of way; I understand there is a campaign to redesign it. Anyway, my theory is that from a driving point of view (which is most people's perspective), it is a bit crazy round here, but that cyclists are just so well respected that we are mostly exempt from this craziness.

The big climbs of the Tour de France are sadly too far to ride to in a day from here but accessible by car. The penultimate stage of this year's Tour at Annecy on Saturday 20<sup>th</sup> July is less than an hour's drive away. This 125 km stage will also be used for the Etape du Tour and concludes with the 10 km, 8.5% climb of Annecy-Semnoz: it looks hard enough to be decisive if the race is still close. The VCC plans to drive over together and ride it during the summer and I intend to join them.

## Reliability Trial

### Contact Chris with your views

I've already been asked about the 2014 event by people outside the club, and I'd like to hear from members whether you think it's a worthwhile proposition and if you would support another. I believe that it has the potential to become an established event and might even become profitable in the future; some of this year's expenditure (printing certificates, check cards and producing the trophy) would not recur for a year or two. On the other hand it has not really attracted much support up to now, and it does involve quite a lot of trouble.

*Chris Lovibond*

This years event – report follows

# A Hard Day in January Reliability Trial

## ARMCHAIR RIDERS LOSE OUT!

Report by Chris Lovibond



The first Hard Day in January Reliability Trial demonstrated the vitality and enthusiasm of some fixed gear riders. The Hounslow members who came out to help and who have all been in this game a long time were impressed. Although the event was given some general publicity, with the exception of a solitary Hounslow man, all the riders were from the London Fixed Gear and Single Speed Forum and the Rollapaluza CC.

'The Hard Day ride has existed, informally, since 2009 and has had a thread on the Ifgss form since the beginning. That thread has now had a total of 15,500 views, so a total entry of eleven was a little disappointing. However it was clear that the postponement caused by bad weather was at least partly responsible: there would have been at least another four Hounslow riders on the original date, and it's likely that there were some who had booked the 19th but had other commitments on the 26th. It's an inevitable problem for any promotion in January.'

It can be said that this ride, humble though it is, does have slight similarities to L'Eroica in that it involves primitive bikes and difficult terrain, and it is true that old style early season train-

ing runs, which the Hard Day sets out to reproduce, could be described as heroic.

The riders were split into two groups, the 'fast' men being sent off first. This group looked as though it was working efficiently with three stronger riders doing a lot of work on the front and the others using the shelter they gave in a sensible way. This was certainly a valuable tactic since the wind was unfavourable for much of the day, turning more easterly in the afternoon and failing to give the assistance which might have been expected.



Fast group climb to Stoke Row

The second group seemed to squander some of its energy by not keeping in a compact formation but, to its credit managed to arrive at the turn point very soon after the 'fast' group which

had set off a good five minutes before them. I think they achieved this by wisely descending the big hill before Wallingford on the main road, while the 'fast men' went down one of the lanes still covered with packed snow: exciting, but less efficient.

The ride started from the Hounslow's club room at Staines and went, via Windsor and Twyford, to climb into the Chilterns on the lanes through Playhatch, Dunsden Green, Sonning Common and Nuffield, then descending into Wallingford, crossing the Thames again at Shillingford and continuing through Dorchester to the turn check at the Big H Café at Berinsfield. The return route was through Henley, Twyford and Windsor. In the café at the turn the riders were unanimous that, even though the weather had been fairly kind, they had done enough hard work and would go back by the main road to Henley and Twyford.

The route was chosen with the intention that there would be plenty of climbing, but with nothing too steep for a moderate single gear. The one Hounslow rider who did take part used a modern carbon road bike, but said afterwards that he was so impressed with the climbing ability of the fixed gear riders that he is seriously considering building one of these machines for himself.

This year all those who did take part said they had a great day, perhaps next year more will join us.



All had a great day



Prize presentation

Club members involved were: John Marshall and Ron Richardson (manning the HQ and organising the start), Trevor Gilbert (turn marshal and checker) and myself (organiser, mobile marshal and photographer), plus Andrew Caldwell our only actual rider.

Photographs: Chris Lovibond and Andrew Caldwell



## Footnote

Provided by Chris Lovibond

### A Long Ago Reliability Trial

This is an anecdote I gathered when I was doing some Hounslow club history research in the 1980's. Reg Schofield (born about 1915) is the narrator, and I reproduce his words as well as I can remember them. Although today not many current Hounslow members will be able to recall Reg with much clarity he was quite a well known figure in his time, and was given some coverage by 'Cycling'.

I hope you will be able to see why. Here is his account of a winter Sunday about 1950.

'The club had arranged to meet at Hampton Court Station to take part in a reliability trial to Brighton. It was a really cold morning – there was light snow, enough to be annoy-

ing, but not sufficient to make progress difficult.

I can't remember why but I was late leaving home (I lived in Kingston, no distance to the start – I just cut it too fine). When I got to the station it was deserted. Damn, I thought, I've missed them. But being a keen young man I wasn't inclined to give up and I was fairly sure I knew where they would stop on the way down, so there was no problem – I'd catch them up at the café.

It wasn't really a pleasant ride, with the snow flurrying around, but I stuck to it. By the time I reached the café (which was empty) I was committed, and having failed to find the club in Brighton there was nothing for it but to ride home. I had to admit to myself that it was a bit strange that in all those miles I hadn't seen any groups of riders, or even any tyre tracks in the snow. I'd have to wait until club night on Wednesday to find out what had happened.

"You didn't go on your own did you? Blimey, we all thought the weather was too bad to go anywhere!"

Reg was a polio victim who had no use of one of his lower legs, which was callipered.

## Evening 10's

have now started!

Most Thursdays 7.00 pm



(Check website for details)

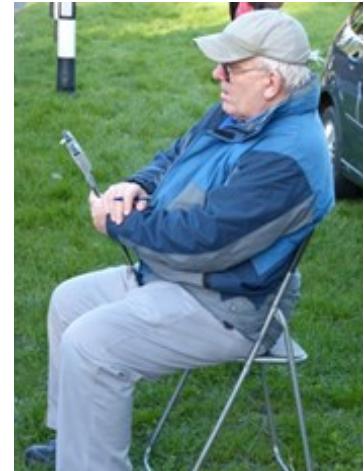
Corner of Longcross Rd and Stonehill Rd

#### 11th April 2013

Wouter Sybrandy	Hounslow	22.57
Fraser Hooston	Team Quest	25.06
Paul Carpenter	Hounslow	25.53
Rob Gilmour	Hounslow	27.56
Trystan McDonald	Private	28.14
Joanna Wells	Hounslow	28.37
Simon Wroxley	Hounslow	29.25
Simon Kingsella	Private	30.22
Ted Wroxley	Hounslow	31.37
Robert Bell	Twickenham	32.29

#### 18th April 2013

Liam Maybank	Twickenham	23.27
Isaac Pucci	Aw cycles	24.16
Paul Callinan	London Dyn	24.48
C Pagidas	Twickenham	25.14
Martin Winter	Twickenham	25.22
Paul Holdsworth	Hounslow	25.58
Alan Clark	Viceroy Tri	26.08
Paul Carpenter	Hounslow	26.25
Alex Tughill	Twickenham	27.12
Louis Rose-Davis	Hillingdon	29.40
David Howe	Hounslow	30.24
Neil Ferrelly	Hounslow	31.08
Luke Gledhill	R Holloway	31.17
Robert Bell	Twickenham	31.30
Ted Wroxley	Hounslow	32.46
Erica Hawley	Viceroy Tri	36.45
Matthew Hopkins	R Holloway	38.35



# Club news and notes



## Hounslow and District WHEELERS welcomes new members

### September 2012

Peter Ferris	First claim	Veteran
Peter Willcox	First claim	Veteran
Teresa Willcox	First claim	Veteran
Andrew King	Second claim	Veteran
John Blackwell	First claim	Senior
Tom Diethe	First claim	Senior

### October 2012

Richard Phipps	First claim	Veteran
Ian Harris	First claim	Veteran

### November 2012

Harvinderpal Virdee	First claim	Veteran
Oliver Jones	First claim	Junior

### December 2012

Michael Harvey	First claim	Veteran
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### January 2013

Miles Rice	First claim	Senior
Michael Philp	First claim	Veteran
Paul Goldswain	First claim	Veteran

### March 2013

Darin Davis	First claim	Veteran
Stephen Hawkins	First claim	Veteran
Paul Craig	First claim	Veteran
Sheila Owens	First claim	Veteran

### April 2013

David Stappard	First claim	Veteran
Karl Cranswick	First claim	Senior
Nick Fearnhead	First claim	Senior
Neil Curling	First claim	Veteran

The following very nice message from a fellow cyclist was received following a club run to Farncombe Boathouse in early February .

## Thank you Hounslow

Hello,

I hope that you don't mind me emailing out of the blue but, I just had to say a BIG BIG THANK YOU to all of the Hounslow Wheelers members who stopped and helped me yesterday when I took a tumble off my bike, just outside Guildford. I took a roundabout a little too fast and hit a patch of oil or diesel and went sideways, scraping my chin and face in the process. Ouch

Five or six of your cyclists, on a club run, stopped to assist me, cleaned my wounds, supplied plasters, made sure I was OK and got me going back on my bike. I can't really thank them enough because, I was feeling pretty miserable at the time. Tellingly, no motorists stopped to see if I was OK but, a group of fellow cyclists went out of their way to help me and I am very grateful for that. "Chapeau" to them.

Those riders are a credit to your club and testament to your claim to being "London's Friendliest Cycle Club"

Thanks again

Best regards and happy riding

Simon Jackson

P.S. please feel free to print this letter in the news/quarter wheel or other club bulletin.



## Captain's comments

Graham Davis  
*Club Captain and  
Membership Secretary*

**The Sunday club runs need more ride leaders.**  
Please let Graham know if you are able to lead a ride.

**There are still members who have not paid their 2013 subscription.**  
Please forward your remittance to Martyn Roach asap.

# Club news and notes



## Club links to early days of time trialling

The rider pictured here is Pauline Chamberlain's Dad, Arthur Biggs and the date is 1925. We are almost certain that the timekeeper is Freddie Bidlake, the 'father of English time trialling'. Pauline was an active Hounslow rider in the 60's and 70's, and was herself an effective time triallist.



### Footnote

An interesting connection between the 2 items above is that Freddie Bidlake favoured the tricycle, winning championships and setting national records, often beating bicycle riders. In 1893, he set a 24-hour tricycle record of 410 miles (660 km) at Herne Hill velodrome in south London. It still stood when he died. At one time, he held all national tricycle records from 50 miles (80 km) to 24 hour, plus place-to-place records, and records on the tandem tricycle. As a member of the North Road Cycling Club, he helped organise a rebel individual time trial, on 5 October 1895, at a time when the National Cyclists' Union had banned racing on roads.

Apart from cycling events he was also timekeeper for motorcycling and seaplane races in the 1930s! Ed  
(Source Wikipedia)

## Three-wheeler

**Mark Silver**  
reports on Trike event



I rode the Minet Park event at Hillingdon on 7<sup>th</sup> April and was the only conventional tricycle rider in attendance. There sure were a lot of other tricycles around, but they were all reclining machines of varying designs and degrees of enclosure.

In the 45 minute race (slower section), I was the fastest machine on three wheels, but at just under 20mph my average speed did not compare to that of those taking part in the following, faster section.

The whole promotion was held in, what seemed like, the warmth of the first Sunday of Spring, in good spirits and a friendly atmosphere

If nothing else, my 18 odd laps did make me refine and improve my technique for taking right hand curves at speed, so much so I might even be safe to enter the criterium at the worlds!



## Your club committee

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## Distribution

This magazine is primarily distributed by electronic means. This saves the club time and money. If you're reading a paper copy that you received in the post and would be willing to switch to reading it on your computer or printing it yourself, please let the editor know.

## Next Issue

The next issue will be published at the end of July and will be chock-full of racing results. Please contact the editor with your contributions or suggestions.

It's your magazine!